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REMINISCENCES.

Messrs. Editors—I have always been one of those who have felt, with Dr. Dwight, the wish to know how our country appeared in its infant settlement; and have listened with great interest to the description given me, by a venerable narrator, who has told me, that when he first knew Philadelphia, he became acquainted with an old lady, who lived in Second street near the dock, which situation, she said, her family had pitched upon of choice, as being most convenient for business, the vessels coming up the creek to their brew-house, and unloading the malt, which they at first brought from England. She related, that they came with William Penn, in 1682, and that the fleet in which they came, passed where Philadelphia now stands, and proceeded towards Burlington; but that one vessel, which had lagged behind, came to at the dock, and securing the ship to a large tree, the Captain explored the situation, and found, with surprise, another large river close at hand, and in the Delaware itself, a fine deep channel, running near the shore; that he followed the fleet, and immediately communicated his discoveries to William Penn, who lost no time in visiting the spot, which he at once pitched upon, as the site of his future city.

The same authority I also have, for the story of William Penn offering to Anthony Duche, (father of the late Jacob Duche) the square in Market between Third and Fourth streets, with the exception of the Friend's burial ground, and one other lot on the back of it, for a trifling debt; his good will, he observed, was engaged to those who had adventured with him into this wilderness-land, and he wished to do something for them. "I am very much obliged to you Mr. Penn, and I do not at all doubt your kindness; but the money (not quite thirty pounds) would suit me the best now," said Duche; and the proprietor, with more warmth than was usual, rejoined, "Simpleton! canst thou not see that this will be a great city in a little time, and that I offer thee a most advantageous bargain?—Well,well, thou shalt have thy money." "Accordingly," said the old gentleman, to my informant, "I was paid, and have repented of my folly ever since."—*Nat. Gaz.*

BRADDOCK'S FIELD.

"Nine miles above Pittsburg, and immediately upon the north branch of the Monongahela river, is the celebrated battle ground called 'Braddock's Field.' It is famous for the destruction of an army intended to capture Fort Duquesne, crush the extending power of France, and control the Indians on our western border. Here Washington fought and Braddock fell. On this spot fifty Frenchmen and 250 Indians nearly destroyed the forty-ninth and fifty-first regiments of British regulars, though aided by a number of provincial troops. The battle was fought on the afternoon of the 9th of July, 1755. Seventy years have passed away, and yet the crumbling bones of men and horses are seen in every field for a mile in circuit. For many years they were shrouded by a mourning wilderness of shadowy woods, but this has yielded to the busy axe, and the plough, annually driven amongst the sculls of the slain and the bones of the brave. Rich harvests wave over fields fertilized by the blood and bodies of a thousand unburied men. The partridge whistles, and the reaper sings on the spot where the cries of mortal anguish told the dread revelry of battle. 'Twas here the wild whoop of fierce savages quelled the rallying cry of Europe's warriors. 'Twas here that they drove the ruthless tomahawk deep in the crushed skull of the vanquished, and with yelling joy tore the scalp from the head of the feeble and the wounded, the dead and the dying.

The retreating survivers carried their wounded general with them until he died.—He was buried about 40 miles from the battle ground, in the centre of the road his advancing army had cut To prevent the discovery of this, soldiers, horses and wagons, were passed over it, to save the body from savage dishonor, by thus concealing the trace of its interment. Some of Braddock's affectionate soldiers so marked the trees near the spot where he was laid, that the recollections of those who visited the west many years after could point to the exact place of his interment, now emphatically termed Braddock's grave. It is close to the northern side of the national road, seven miles east of Uniontown.

It has been rumoured for an early period, that Braddock had been shot by his men.—More recently it has been stated by one who could not be mistaken, that in the course of the battle, Braddock ordered the provincial troops to form a column. They, however, adhered to the Indian mode of firing severally from the shelter of the trees. Braddock, in his vexation, rode up to a young man by the name of Fawcett, and with his sword rashly cut him down. Thomas Fawcett, a brother of the killed, soon learned his fate, and watching his opportunity, revenged his brother's blood, by shooting Braddock through the body, of which wound he died. Thomas Fawcett is now, or was lately living near Laurel Hill. He is now 97 years of age.

THE BATTLE OF GERMANTOWN.

[Letter from the Hon. Timothy Pickering, published in the North American Review.]

Salem, Aug. 23d 1826.

'Sir, nearly forty-nine years have elapsed since the battle of Germantown; of course you may well suppose, that many facts respecting it are beyond my power of recollection; while a few are indelibly impressed on my memory. Without repeating all your questions, I answer them by the following statement.

'1. I did not know at the time, nor do I recollect ever to have heard, that Pulaski was found asleep, until it was mentioned by Judge Johnson in his "Life of General Greene." Nor do I remember to have heard him censured for any neglect of duty, in the case referred to, the battle of Germantown. It was on the 15th of September, 1777, as appears by the Journals of Congress, that Count Pulaski was appointed commander of the horse, with the rank of brigadier-general. He must have brought with him from Poland the reputation of a good officer, of which, vigilance when on duty, is an essential characteristic, or, a perfect stranger as he was, he would not have received that honorable appointment. The distance the army had to march from its encampment on the Skippack road to Germantown, is estimated to be about sixteen miles; and, therefore, (although I do not recollect it) a very temporary halt might have taken place, but certainly not long enough for an officer or

private to have retired to indulge in sleep in a farm-house.

2. General Washington, in his letter to Congress of October the 5th, the day after the battle says, "that the army marched about seven o'clock in the evening of the 3d; and that General Sullivan's advanced party attacked the enemy's picket at Mount Airy, or Mr. Allen's house, about sunrise the next morning, which presently gave way; and his main body, consisting of the right wing, following soon, engaged the light infantry and other troops encamped near the picket, which they forced from their ground. Leaving their baggage, they retreated a considerable distance, having previously thrown a party into Mr. Chew's house." The term here applied to these advanced corps of the enemy, that they were "forced from the ground," shows that they were in arms, and resisted the assailants; and the previous brush with the picket, a guard always posted in advance on purpose to give notice of an enemy's approach, roused "the light infantry and other troops," who had time enough to take their arms and form for action. They retreated, of necessity, before the greatly superior force of the whole right wing of our army. But the "leaving of their baggage" authorises the inference, that they had no knowledge of the march of the American army, until the firing in the engagement with the picket guard gave the alarm. If then these advanced corps of the enemy were not, in the strict sense of the word *surprised*, that is, "caught napping," unprepared for action, much less could the main body, posted in the centre of Germantown, two miles farther off, have been *surprised*. This distance gave them ample time to prepare for action, in any manner which the attack of their enemy should require.

3. You ask, "at what distance from Chew's house the attack commenced?" At that time I was a stranger to that part of the country. From my subsequent acquaintance with it, during my residence in Pennsylvania, I should estimate the distance of Mount Airy from Philadelphia to be eight miles, Chew's house seven miles, and the centre of Germantown six miles. And these I think are the distances, as I have occasionally heard them mentioned.

4. You ask, "how long a pause was made at Chew's house; and what space of time probably intervened between the beginning of the action, and the general engagement at the head of the village?" The pause at Chew's house in the manner I shall presently mention, probably delayed the advance of the *rear division* of our army into action for half an hour. And taking the attack of the picket at Mount Airy, as the beginning of the action, it was probably near half an hour before it became general *as to the whole of Sullivan's column*; and *this* general engagement must have commenced *after he had passed Chew's house*; for I saw not one dead man until I had passed it, and then but one, lying in the road where I fell in with General Sullivan. I presume that, following close on the heels of the British battalion of light infantry, and the fortieth regiment, which were retiring before him, Sullivan, with his column, had passed Chew's house without annoyance from it. For it must have taken some time for Colonel Musgrave, who entered it with six companies of the fortieth regiment, to barracade and secure the doors and windows of the lower story, before he would be ready to fire from the chamber windows; and it was from them that the firing I saw proceeded.

'In the march of the army, General Washington, following Sullivan's column, kept in the road leading to and through Germantown to Philadelphia. When he had entered the northern part of the village, we heard in advance of us, (I was riding by the General's side) a very heavy fire of musquetry. General Sullivan's divisions, it was evident, were warmly engaged with the enemy; but neither was in sight. This fire, brisk and heavy continuing, Gen. Washington said to me; "I am afraid Gen. Sullivan is throwing away his ammunition; ride forward and tell him to preserve it." I do not know what was the precise idea, which at that moment struck the mind of the General. I can only conjecture that he was apprehensive that Sullivan, after meeting the enemy in the front, kept up his brisk and incessant fire, when the haziness of the air, and its increased obscurity, from the burning of so much powder, prevented his troops having such a distinct view of the enemy, as would render their fire efficient. Be that as it may, the instant I received the General's orders, I rode forward, and in the road, three or four hundred yards beyond Chew's house, met Sullivan, and delivered to him the General's orders.

'At this time I had never heard of Chew's house; and had no idea that an enemy was in my rear.—The first notice I received of it was from the whizzing of the musket balls, across the road, before, behind, and above me, as I was returning, after delivering the orders to Sullivan. Instantly turning my eye to the right, I saw the blaze of the muskets, whose shot were still aimed at me, from the windows of a large stone house, standing back about a hundred yards from the road. This was Chew's house. Passing on, I came to some of our artillery, who were firing very obliquely on the front of the house. I remarked to them that in that position their fire would be unavailing, and that the only chance of their shot making any impression on the house, would be by moving down and firing directly on its front. Then immediately passing on, I rejoined General Washington, who, with General Knox and other officers, was in front of a stone house (nearly all the houses in Germantown were of stone) next northward of the open fields in which Chew's house stood. I found they were discussing in Washington's presence this question: Whether the whole of our troops then behind should immediately advance, regardless of the enemy in Chew's house, or first summon them to surrender? General Knox strenuously urged the sending of a summons. Among other things he said, "It would be unmilitary to leave a castle in our rear." I answered, "Doubtless that is a correct general maxim; but it does not apply in this case. We know the extent of this castle (Chew's house;) and to guard against the danger from the enemy's sallying, and falling on the rear of our troops, a small regiment may be posted here to watch them; and if they sally, such a regiment will take care of them. 'But,' I added, 'to summon them to surrender will be useless. We are now in the midst of the battle; and its issue is unknown. In this state of uncertainty, and so well secured as the enemy find themselves, they will not regard a summons; *they will fire at your flag.*" However, a flag was sent with a summons. Lieutenant Smith of Virginia, my assistant in the office of adjutant general, volunteered his service to carry it. As he was advancing, a shot from the house gave him a wound of which he died.

'Whatever delay in the advance of the division in our rear, was occasioned by the pause at Chew's house, I am satisfied that Sullivan's column did not halt there at all, as mentioned by Judge Johnson. The column was certainly not in sight, when the General sent me with the orders already noticed; and it is alike certain that it was then beyond Chew's house. Nor were the enemy forming under cover of the house, or I must have seen them. *When* the orders were sent to our troops in the rear to advance, I do not know; but it must have been subsequent to the sending of the flag; and, I should think, twenty minutes, at least, after it was found that an enemy was in the house. The general did not pass it at all. I had remained near him until our troops were retreating; when I rode off to the right, to endeavor to stop and rally those I met retiring in companies and squads; but it was impracticable; their ammunition, I suppose, had generally been expended.

5. In the aforementioned letter from General Washington to Congress, he says, "the attack from our left column, under General Greene, began about three quarters of an hour after that from the right." You ask the cause of this. The answer is obvious. The right column,

under General Sullivan, which Washington accompanied, marched on the direct road to Germantown, Greene, with his column, was obliged to make a circuit to the left, to gain the road which led to his point of attack. The columns being thus entirely separated, and at a distance from each other, no calculations of their commanders could have insured their arriving at the same time at their respective points of attack.

'Judge Johnson, in his 'Life of Greene," has represented as 'almost ludicrous' the 'scene' exhibited by some writers, of the discussion near Chew's house, in the presence of General Washington, in which it is hinted that opinions were "obtruded;" and that even field officers may have expressed *their* opinions; 'but,' he adds, 'General Washington was listening to the counsels of his own mind and of his general officers.' I know, however, that he did listen to the discussion: and Lee, commanding a troop of horse, on that day on duty near the General's person, accounts for his determination to send the summons. 'Knox,' he says, 'being always high in the General's confidence, his opinion prevailed.' Further I must remark, that the general officers, whom the Judge supposes to have been present, and advising the commander in chief, were then in their proper places, with their divisions and brigades. Knox alone of the general officers was present. Commanding in the artillery department, and the field pieces being distributed among the brigades of the army, he was always at liberty, in time of action, to attend the commander in chief. Some two or three years since, I wrote to Judge Johnson, informing him of his mistakes in the matter noticed in this paragraph. Others of his details of this battle, which are inconsistent with the statements I have here given to you must be incorrect. The truth is, that Gen. Washington, not sanguine in his own opinions, and his diffidence being probably increased by a feeling sense of high responsibility, as Commander in Chief, was ever disposed, when occasions occurred, to consult those officers who were near him, in whose discernment and fidelity he placed a confidence, and certainly his decisions were often influenced by their opinions. This is within my knowledge.

I am, &c. T. PICKERING.

BREAKWATER.

As the subject of the Breakwater is about engaging the attention of Congress, and is one of great importance to the commerce of this and the adjoining states, as well as to that of every Atlantic state in the union, we this day publish the report of the Engineers, exhibiting the plans proposed and the estimates made by them. In the year 1822 the attention of the Philadelphia Chamber of Commerce was called to the subject of the "perils and difficulties of the winter navigation of the Delaware," in an interesting communication by Wm. Jones, esq. late Secretary of the Navy, which was published in a pamphlet by directions of the Chamber. Four plans were proposed by him at that time: "1st, the construction of two ice-boats to be propelled by steam. 2d, the excavating to the required depth, or otherwise improving the ice harbours formed by the existing public piers. 3d, the construction of new harbours at the confluence of the Christiana and Cohanzey creeks with the Delaware. 4th, the construction of small intermediate harbours in the channel side of the river where the tides are strong, and sweep alternately the same ground in a direction parallel to the shore." In the same year an application was made to Congress for the "erection of two piers, to be framed of timber and filled in with stone, on the tail of the shoal called the shears, near Cape Henlopen." For these an estimate was made hy Wm. Jones, esq. at the request of the Chamber of Commerce, and in March 1822, Congress appropriated upwards of $22,000 towards this object, to take effect, if upon a survey had, the Secretary of the Treasury should be satisfied as to the eligibility of the plan. But as in the opinion of W. Jones and the surveyors appointed under the authority of the Secretary, piers constructed upon the proposed plan would be soon demolished, either by the force of the surge or by worms, this plan was abandoned. In the mean time, W. Jones suggested the plan of substituting a section of a stone Breakwater to the extent of the appropriation, which might be thereafter extended until a secure aud capacious harbour should be formed. The design and estimates were furnished, an application was made to the Secretary of the Treasury by the Chamber of Commerce, for an examination, and in June 1823, Gen. S. Bernard, Lieut. Col. J. G. Totten and Com. Bainbridge were appointed a board of Engineers for the purpose, whose report we now publish.—In 1824 and 1825 memorials were presented to Congress by the Chamber, and in 1825 by the citizens, agreeably to resolutions of a town meeting held Dec. 28, at which H. Rinney, esq. presided and S. Jaudon acted as sec'ry. The attention of Congress was given to the subject, but the application failed of success. The present one we cannot but hope will be more effectual, strengthened as it will be by new facts, evincing the importance of the trade of the Delaware, and the necessity of the adoption of some plan to diminish the risk of property and sacrifice of life, and supported by memorials from other cities; which will share largely in its benefits. We will hereafter publish the memorial and some other documents which have been collected by the committee of the Chamber of Commerce on the subject.

REPORT

Of the Engineers of the United States, and of Captain Bainbridge, on the subject of

A BREAKWATER IN THE DELAWARE.

Philadelphia, July 14th, 1823.

In obedience to instructions from the War and Navy Departments of the 7th of June last, the undersigned, having made such personal examinations as they found necessary, and collected all the information within their reach, as to the utility, the practicability, the situation, the magnitude, and the cost of a projected pier or breakwater, near the Capes of the Delaware, for the protection of vessels against ice, and against tempests, have the honour to submit the following report.

1st. On the utility of a pier or breakwater near the Capes of the Delaware, which will protect vessels against floating ice and wind.

The Delaware bay is not only obstructed by fixed ice during a part of the winter, but it is without a harbour near its mouth, in which vessels can secure themselves either against winds blowing from the northwest to the southeast, round by the north, or against floating ice. It is frequently the case, that the navigation of the bay is impeded by the ice, as early as the month of December, and it is often open for eight or ten days, and sometimes longer, between the 20th of December, and the 15th of January, yet it closes again, and remains shut until the 20th of February, or even the 1st of March. For two months at least, therefore, between December and March, vessels bound up the bay will be uncertain as to their passage to the city; and, being without shelter when they arrive at the Capes, will be exposed to the

greatest dangers, should they find the passage obstructed. As to the vessels departing from this port, it is true, they can choose a favourable moment for descending the river; but should they be met by adverse winds at the capes, they also will be exposed to be driven ashore by the winds or destroyed by the ice.

These general considerations show how important it is, that something be done to secure, if possible, a safe anchorage near the mouth of this great communication with the ocean; but it is proper by some details, to show more fully in how high a degree this subject merits the attention of government.

From information received through the Chamber of Commerce, it appears that the tonnage exclusively belonging to, and registered in the port of Philadelphia in 1810, when the population of the city and county amounted to 111,210, was 124,430; and in 1820, when the population amounted to 137,097, was 78,837.

Now if the tonnage had increased in the same ratio as the population, it would have been in 1830, 153,394 instead of 78,837: consequently the tonnage of the port of Philadelphia in 1820, may be said to have been but about half of what it was in 1810.

Though this great diminution is to be ascribed to various causes, there is no doubt that the want of a good harbour at the mouth of the bay, is one of very great influence. Owing to this want, many vessels postpone their departure from foreign ports, thereby incurring very great expense; or arriving off the capes at the unpropitious season, are obliged to bear away for some neighbouring port. As to those which run the risk of the passage up the bay, many are much damaged, and others entirely lost. In the winter of 1809—10, a large number of vessels in attempting this passage, were either destroyed in the bay by the ice, or wrecked upon the shore, or lost at sea, while in pursuit of a harbour of safety. Since that period, the captains have orders not to incur the like risk; and the winter arrivals are comparatively few. The regular packet-ships which come upon the coast in winter, are often obliged to bear away for New York, there to land their cargoes, the transportation of which, owing to the badness of the roads at that season, is both tedious and costly.

If there were a harbour at the mouth of the bay, vessels could drop anchor within it to wait for the first favourable chance to reach New Castle, whence they could easily proceed to Philadelphia, by taking advantage of the openings in the river, between those two places, which occur two or three times every winter. In like manner, vessels despatched from Philadelphia would descend to New Castle, and thence to the mouth of the bay, there to wait, if necessary, until the proper moment to proceed to sea.

Besides the embarrassment to commercial intercourse, the loss of time, and the increase of expense which are consequent upon the present state of things, the premium of insurance is greatly increased by the dangers to which vessels in winter are exposed at the mouth of the Delaware. This premium is from one-half to one and a half per centum above the customary rate; and in cases which become desperate from the casualties to which vessels are exposed, in the attempt to enter the Delaware, insurance is either refused, or an exorbitant premium demanded.

As to the losses of vessels which have actually happened for want of a proper shelter, it is difficult, though they have unquestionably been numerous, to determine the number, or to state the amount of property. They can only be ascertained by research among the journals of the period, and amongst the records of the several insurance offices both in this city and elsewhere, to which research the commission does not feel warranted to devote the time it would require: but this much appears to be certain, that the ship-owners in Philadelphia, in consideration of the trouble, risk, expense, and loss of the navigation, do not order one in ten of their vessels to this port in winter; and also, that if there were suitable shelter, they would engage with enterprise and confidence, in all the chances of commercial speculation.

Although it is difficult to specify the amount of the losses sustained, although the annual amount has been decreasing with the reduction of the tonnage, and the greater precaution on the part of the merchants; still, some idea may be formed of it from the circumstance, that a single East India or China ship is often worth half a million of dollars; that is to say, two or three times as much as would be the cost of a Breakwater near the capes, to shelter a dozen vessels.

We have thus far examined the advantages to result from an artificial harbour, with reference only to the commerce of the Delaware; but they will be found of scarcely less moment to the coasting navigation of the nation at large. The great number of shipwrecks upon the coasts of Jersey and Delaware proves that the winter navigation of that coast is attended with imminent peril; and we may safely affirm, that a project which shall place a secure harbour at the mouth of the Delaware, lying as it will, about midway between the distant harbours of New York and the Chesapeake, and being always accessible, with the winds which are most dangerous, will produce a result of incalculable value, whether we consider the saving of property, or of human life.

2d. On the practicability of constructing a Pier or Breakwater, which will afford shelter for vessels, and have, in itself such stability as to resist the most violent efforts of floating ice and gales of wind.

The commission have ascertained that the ravages of the worm, in the lower part of the bay, would soon destroy any wall in which timber entered as an essential part; and they are convinced, were it otherwise, as respects timber, no dependence could be placed in the stability of a work having an envelope of timber, unless such a form were given to it as would, in fact, make the envelope a very expensive, and at the same time a nearly useless appendage. The form here spoken of has reference to the profile or traverse section, and is one in which the breadth at bottom, being very great compared with that at the top, the slopes of the sides are so gentle, that the stones composing the mass are retained firmly in place by their own weight: to this form of structure has been applied, in a memorable example, where the objects in view were similar to the present, the term of Breakwater.

With the complete success which has attended the stupendous works of the Jette of Cherbourgh and the Breakwater of Plymouth, (just alluded to,) the commission cannot hesitate as to the practicability of constructing a breakwater in the Delaware, which will be lasting in itself, and secure permanently the advantages which are sought. This confidence is founded on a comparison of the exposure of the works above cited, with the exposure of the situation which may be selected in this bay, on a comparison of the nature of the bottom, and the direction and force of the tide; and on the advantages we shall derive from a knowledge of the difficulties encountered, the manner in which they were overcome, and the very faults of design and execution in those great works.

3d. On the situation which the projected Breakwater should have.

As the dangers from which the breakwater is to be a guard, are to be encountered at the very mouth of the Delaware, it is obvious that a situation for it must be selected as near the Capes as possible; and it must be here added, that its utility, as respects the coasting navigation, depends on this condition. Over all the broad expanse of water which separates the Capes of the Delaware, but two situations occur where an artificial harbour could be constructed, with any hope of advantage; and the first of those, namely, the roadstead under Cape May, is too shallow; its access is attended with too much danger; and it is too much aside from the main channel, up and down the bay, to require further mention.

The other situation is the roadstead between the Shears and Cape Henlopen; and referring to the chart herewith

to illustrate the subject more in detail, we will now describe this roadstead.

A shoal called the Shears lies just within the Capes of Delaware, and about three miles from the Cape Henlopen shore though it is so delineated upon existing maps, it is by no means an insular shoal; but it is the seaward part of an extensive bank, making out from the Delaware shore, at and near the mouth of Lewistown creek. The ridge, or shoalest part of this bank, runs from Low-Plumb-Point, first north-easterly two miles and a half, then easterly two miles and a half, and lastly south-easterly three miles and a quarter, making the length of the bank from Low-Plumb-Point, following the course of the ridge, about eight miles. Its breadth is variable. Of that part called the Shears, the extreme breadth is nearly two miles; from the tail of the Shears to Cape Henlopen is two miles and a half. Considering the shoal limited, as in the chart herewith, by three fathoms and a half at low water, the soundings upon it vary from that depth to one foot. South of the tail of the Shears, and separated from it by a narrow channel of four and a half to five fathoms, lies a small shoal, having about eighteen feet water. It is between the great bank or shoal and the Delaware shore, and having for its outline the opposite concavities of the shoal and the shore, that the roadstead above mentioned is found. The average depth within the road is about four fathoms and a half, and at the mouth about six fathoms at low water.

Though highly important and valuable in many respects, this road is nevertheless much exposed to certain winds, and entirely so to floating ice. On consulting the chart herewith, it will be seen that easterly winds blow directly through the chaps of the roadstead, and that the direction of the ebb tide sweeps into and through it a large part of the ice of the bay; it was to guard against this latter danger chiefly, that the project now before the commission was first conceived.

We come now to the consideration of what particular part of this roadstead is most suitable for the creation, by means of a Breakwater, of an artificial harbour, which, at a minimum expense, will fulfil all the essential conditions of such an establishment. These conditions are, 1st, security from winds; 2d, security from ice; 3d, security from an enemy.

As to the first condition, if a position be taken at A, on the southern margin of the Shears, it will be sufficiently under the lee of the main to be protected from all the winds from the south-east by south to west, (round by the south,) and by the shoal off Low-Plumb-Point and the Shears proper, it will be so much protected from winds blowing from west to east, (round by the north,) that the profile of this part of the Breakwater may be made comparatively weak, and at a small expense; against winds from east to south-east by south, the Breakwater alone must afford protection, and must be made proportionably strong. A Breakwater so constructed here as to guard against winds, will also afford security against ice, and thereby fulfil the second condition. As to the third condition, however, it would be defective: the distance from the main is too great for it to be well defended by works upon the shore, and fortifications upon the spot itself would involve considerable expense.

The condition of complete security from an enemy obliges us therefore to abandon this position, and to seek for one, not otherwise objectionable, nearer the shore.

Referring now to the plan marked B, just within the pitch of Cape Henlopen, it will be seen that a harbour there will be entirely sheltered from all winds from east to west-north-west, (round by the south,) but being distant from the Shears, will not be sensibly benefited by the lee of that shoal, and consequently will require a strong Breakwater against all winds from the other thirteen points of the compass. In this position, as in the other, the embankment against the winds and waves may be so contrived as to give entire security from the ice, while its proximity to the shore will enable a fort, properly situated there, to protect it against all enterprises of an enemy.

In the selection which under all circumstances, the commission make of this last position B, for this artificial harbour, they adopt the hypothesis, that the expense, though great, will not be disproportioned to the magnitude of the benefits to result in common to the commerce of the nation, and to that of the Delaware; and the commission cannot hesitate as to the correctness of the hypothesis. But it often happens that works of the utmost national importance, are necessarily postponed or neglected, for want of means in the government, or that they are for the same reason, or because their success is half problematical, carried on slowly, or attempted but partially.

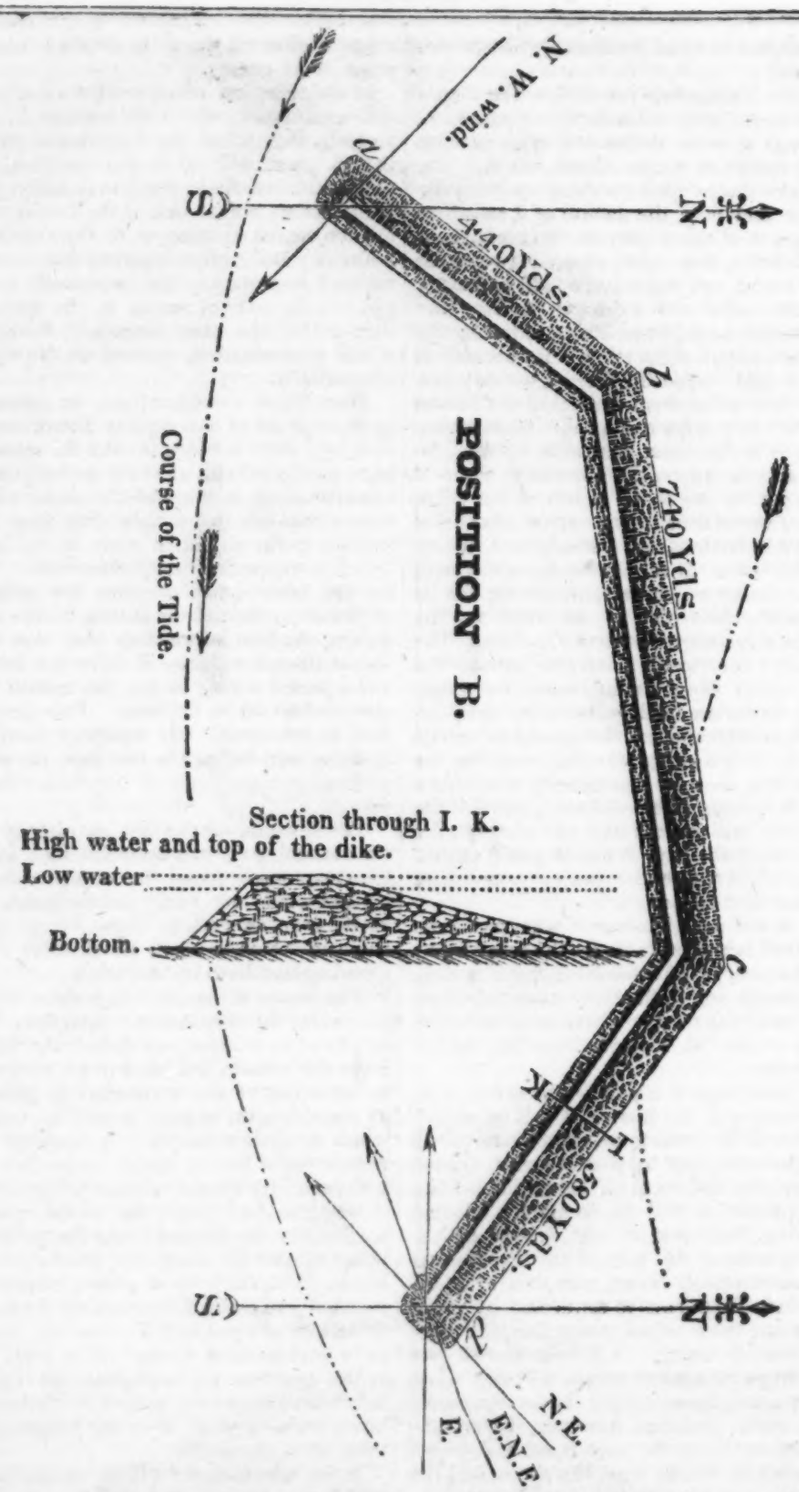
From these considerations, in connection with the great expense of a complete Breakwater, the commission have been induced to seek for some mode of securing a partial benefit, at a cost so moderate, as, under any circumstances, to warrant the undertaking. They the rather infer this to be their duty from the small appropriation to the object in view, in the law of Congress which accompanied their instructions: The commission are not, however, to question the ability, nor to judge of the disposition of the nation, in this respect; but furnishing the best information they can obtain, and their own deliberate opinion, in reference both to a complete and a partial work, to lay the matter fairly before the government for its decision. Two projects will, therefore, be presented; one designed to afford a complete, spacious and defensible harbour; the other intended to protect, at a minimum of expense, a limited number of vessels.

The situation for the first has already been described. On examining for a proper site for a small Breakwater, the Commission found the conditions of security from ice and winds not easily reconcileable with that of security from an enemy, there being no place near the shore in which a small Breakwater can be made, to guard against both ice and wind.

The course of the ebb tide is there nearly parallel with the shore; the Breakwater therefore, which should be so placed as to arrest and deflect the floating ice, would leave the vessels, intended to be covered, still exposed to the action of the north-easterly gales; consequently, an equal length, at least, would be required against the winds as against the ice. A harbour for three or four vessels could not be made, under these circumstances, without a very considerable development of Breakwater.

Going to the opposite side of the roadstead, however, we find that the Shears, being themselves a good Breakwater against the northerly, north-easterly and easterly winds, (with the help of certain means hereafter recommended,) an embankment against the ice alone, will give a harbour of considerable capacity, which will be safe, as to both ice and winds. It is true, that, in resorting to this position, we relinquish the condition of entire safety from an enemy, only to be attained near the shore; but it is also true, so far as our judgment is correct, that there is no alternative.

A few observations will be made, here, however, as tending to diminish the objection to this position. 1st. A battery of heavy guns and sea-mortars upon the shore would make the situation of an enemy's vessels, even in the harbour, somewhat hazardous, and would bear, with much effect, upon his vessels, when attempting to enter or to leave the roadstead. 2d. Should an enemy succeed in stationing his ships within the harbour, and not be molested while there, either by works on the shore, or by the floating defences, which would, in time of war, be stationed near the mouth of the bay, he would not be able to enforce a blockade, without passing, in every attempt, within range of the works. 3d. The object of an enemy being to blockade the bay, he would derive but little advantage from the harbour; because, during eight or ten months in the year, a man of war would find safe anchorage over every part of the sur-

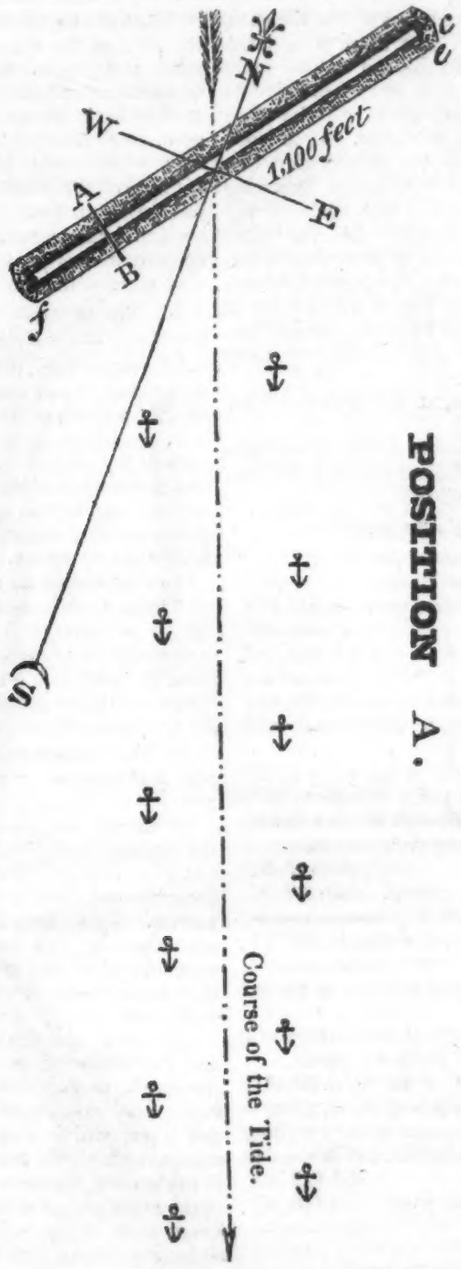


face of the bay; and hence, if it be considered important to prevent the blockade, a floating force must, in every case, be provided. 4th, and lastly, As the advantages of the harbour become more apparent, the commerce benefitted by it more extensive, and the means of the country more ample, the harbour may be progressively enlarged, and a battery erected upon the Shears, for its protection.

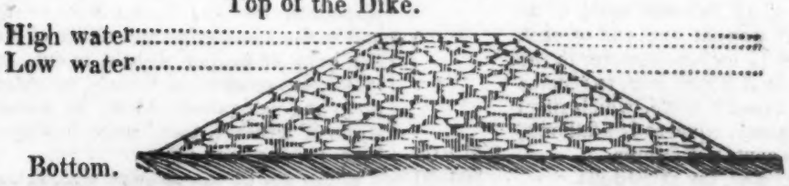
4th. On the extent and form of the Breakwater:

1st. As to the complete harbour at the position B.

Going far enough from the shore to leave about half a mile in breadth, of good anchorage, we draw the line *b c*, of 740 yards. The direction of this line must be such that the course of the ebb tide will make, with it, a very oblique angle. From the western extremity of this line, we draw the line *a b*, (towards the shore,) at an angle of 135 degrees, to which we give a length of 440 yards; and from the eastern end, we draw the line *c d*, at the same angle, of 580 yards in length. It will be seen by an inspection of the chart, that the ice which will strike a Breakwater, made according to the above delineation will be deflected outwardly, while that which passes within the extremity *b* will course along near the shore, leaving a broad space entirely clear. It will be seen, too, that, while by the shore or the Breakwater, all winds will be entirely excluded, except the east-north-eastwardly, that there will be a large space secure even



Section through A. B.



from these. The area of this harbour will be about half a mile square; the mean depth at low water being twenty-eight feet: the whole length of the Breakwater will be one mile. The bases of the interior slopes of this work will be one-half the altitudes: but the exterior being exposed to a heavy sea, will require for the slopes bases of four times the altitudes. The side facing the north-east will be finished at high water mark, while the other two sides must be raised three feet higher, to keep the ice from being forced over into the harbour.

2d. As to the partial Breakwater at the position A.

From the point *c*, which is in about twelve feet water, we draw the line *e f*, of 1100 feet, so as to form with the course of the tide, an angle of 120 degrees. This line is so far up the roadstead, that a vessel anchored behind it at the distance of 800 yards, will be protected from east-south-east winds by the lower part of the Shears. And here it is proper to remark, that the winds blowing from between the east-south-east and south-east are neither violent nor of long continuance. It will be perceived on the chart, that, from the direction we have given to the Breakwater, the descending ice will be deflected towards the deepest water and strongest current, and that vessels, to the number of twelve, moored in two lines behind the Breakwater, will be protected either by the shoal or by the main land, from all winds, excepting those just mentioned.

It has frequently been remarked above, that the shoal itself is a good Breakwater, and that there is no doubt that vessels, provided with good ground tackle, could ride under its lee in safety; but it is proper to provide against deficiency in this respect, which may be often expected with merchant vessels; therefore, the commission propose to fix, in addition to the Breakwater, two lines of heavy anchors, connected with buoys, by strong chain cables. These buoys, cables, and anchors, will not only enable vessels to ride in safety, but the buoys will guide the vessels, as they arrive at their proper stations in the harbour, thereby insuring the greatest economy of space. The length of the line of Breakwater is just sufficient to cover the vessels from the passing ice, when they happen to be riding with a scope of sixty fathoms parallel to the Breakwater.

The mean depth in the harbour, at low water, will be twenty-one feet.

As this work will not be exposed to a violent sea from any direction, it is considered sufficient to make the base of each slope equal to twice the altitude.

5th. Estimate of the expense of a Breakwater.

1st. As to a complete harbour at the position B. In the left flank of the Breakwater there will be, Cubic feet 5,817,975
In the centre of ditto 11,346,420
In the right flank of ditto 9,744,251

Total cubic feet 29,908,646

26,908,646 cubic feet, equal to 996,616.52 cubic yards.

One perch, or 24.75 cubic feet, at $2 00, is 2.1818 per cubic yard, 996,616-52 cubic yards of stone promiscuously thrown in to form the mass, each stone weighing from half a ton to four tons; for materials and labour, at $2.1818 per cubic yard 2,174,417 92
Add for unforeseen expenses, 7 per cent. 152;209 25

Total expense of complete Breakwater $2,326,627 17

2d. As to the expense of a partial harbour at the position A.

In the whole of the line of the Breakwater there will be 5,585;536 cubic feet, or 95,750.592 cubic yards.

One perch, or 24.75 cubic feet, at $2 00, is $2,1818 per cubic yard; 95,760.592 cubic yards of stone, promiscuously thrown in to form the mass, each stone weighing from half a ton to four tons; for materials and labour, at $2.1818 per cubic yard, 208,930 46
Add for unforeseen expenses, 5 per cent. 10,446 52

Add for moorings:
12 cast iron anchors, each of 30 cwt. at $70 dollars per ton, 1,260 00
12 chain cables, of 12 fathoms each, of an inch and a half iron; at one end of each chain a ring, of 12 inches diameter in the clear, to be made of 2 inch iron, to receive the end of the vessel's cable, which rings should be puddened; equal to 144 fathoms, at 10 dollars 50 cents per fathom, 1,512 00
12 buoys for the chains, say at 30 dolls. 360 00

3,132 00

Total expense of partial Breakwater and moorings 222,508 98

On concluding this report on an artifical harbour, the commission take the liberty of recommendiug to the notice of government some other matters, which, though not within reach of their instructions, are not only important in themselves, but strictly analogous in their tendency to those they have been considering: these are,

1st. The necessity of a beacon-light near the extremity of Cape Henlopen.

The light on this cape is elevated near 200 feet above the level of the ocean, and is at least one mile from the pitch of the cape. In connection with the circumstances of elevation and distance, it is difficult, in nights which are too dark for the very low margin of the Cape to be seen, to guard against an optical delusion, as to the distance of the vessel from the shore; and the error is most apt to be on the unsafe side; hence, vessels have often been suddenly run upon the Cape, which were supposed to be in mid-channel of the roadstead. The soundings give no intimation of proximity, as bold water is found at the very edge of the shore.

2d. The necessity of a permanent lighthouse on the lower end of the Brandywine Shoal.

The importance of a light on this position has been made evident to Congress, as appears by an appropriation for a floating light. But though this floating light will, doubtless, answer all purposes during the greater part of the year, it is certain that it will be destroyed, unless removed at the approach of each season of floating ice; and hence, as that is the season of most violent gales, and of greatest damage, it will be away when perhaps most necessary.

The commission do not hesitate, as to the practicability of fixing a permanent lighthouse, (which need be but twenty or twenty-five ft. high,) on the point indicated. It is essential to remark here, that at the period when the floating light will be removed from its station, all the buoys and other signals of sub-marine dangers, will also, for the same reasons, be wanting to direct the navigator.

3d. The importance of having, without delay, a correct hydrographic chart, made of the whole bay and river.

Of all the navigable communications from the sea to the interior, within the United States, that upon this bay and river is most intricate, and most beset with unseen dangers; and there is none, probably, more imperfectly known. The pilots, it is true, are acquainted with certain channels, well enough to conduct vessels at a favourable time with safety; but it is far from certain that they know these thoroughly, or that these are the only or the best.

The great distance and small elevation of the shore, and the similarity in the soundings and composition of the shoals, make it very difficult, at times, to hit or keep in the best water, even to the pilots. A chart of the bay and river, which would exhibit a true outline of the shores, with all the landmarks; the courses and widths of the several channels; the set of the tides; the influence of the moon and of winds upon the rise of the tide in different parts of the bay; the place, extent, and form, of all ledges, banks, and shoals; the soundings and nature of the bottom, both on the shoals and in the channels; the harbours and anchorages; exact and perspicuous sailing directions, &c. &c. Such a chart would not only greatly add to the knowledge and utility of the pilots, but with the help of proper signals, buoys, &c. would enable intelligent masters of vessels to enter with confidence upon the navigation, when, as sometimes happens in stress of weather, they could neither obtain pilots, nor keep the sea with safety.

It will not be out of place here to advert to the facilities as to the pilotage of the bay, which will be afforded by the partial harbour. The pilots of Cape Henlopen are provided with pilot-boats and whale-boats; with the former they cruise in fine weather, sometimes out of sight of land, though some have been lost by pursuing their cruises too long; in bad weather, they retire to Lewistown behind the Cape Henlopen, and depend on signals at the lighthouse, to inform them of the approach of vessels. On these signals being made, they start in whale-boats; but the distance is so great, that vessels are frequeutly in danger, and sometimes lost, before they can board them. Anchored under cover of the partial Breakwater, however, the pilots would be enabled to get to sea in time, with their largest class of boats; there-

by materially diminishing the risk to the arriving vessels and to themselves.

All which is respectfully submitted.

BERNARD,
Brigadier General.
JOS. G. TOTTEN,
Maj. Eng. Br. Lt. Col.
WM. BAINBRIDGE,
United States' Navy.

Accompanying this Report there are three plates, viz.

A chart of part of Delaware Bay near Cape Henlopen.

Plan and profiles of a complete Breakwater for the position B, near Cape Henlopen.

Plan and profile of a partial Breakwater for the position A, near Cape Henlopen.

The foregoing is a true copy of the original on file in the Engineer Department.

ALEXANDER MACOMB,
Maj. Gen. Chief Engineer.

A TABLE

Of the several Rapids or Falls in the DELAWARE RIVER between Easton and the Tide.

Names of the Falls or Rapids.	Distance below the mouth of the Lehigh in miles.	Length of each Rapid in feet.	Fall of each Rapid in feet and inches.		Head of Rapid above tide water at lowest tide in feet and inches.	
Trenton falls	49	3500	9	8	9	8
Gould's rapids	46½	3000	4	5	16	8
Scudder's rift	44	2500	4	2	24	8
Knowle's pt. rift	39½	500	3	1	33	6
Buck tail rift	36½	500	1	5	36	5
Well's falls	35½	4780	12	1	49	9
Greenbank rift	32	500	1	9	58	9
Galloper's rift	31 to 32	1500	7	6	68	3
Howell's rift	31 to 32	1500	7	6	68	3
Bull's falls	27½	800	4	5	72	2
Cutsow rift	25½	1000	3	10	85	4
Tumbling-dam falls	24 to 25	5000	11	1	89	1
Marshall's islandrapids	21 to23½	1000	11	5	100	7
Man of war rift	20	500	1	5	102	3
Stuhl's falls	18	350	1	8	107	2
Firman's falls	17	700	3	7	110	11
Nockamixon falls	14	1700	4	11	117	6
Linn's falls	12	2300	7	4	127	5
Durham falls	9½	350	2	9	130	3
Gravelly falls	8	1500	1	3	133	3
Rocky falls	7	2000	2	9	136	1
Ground-hog's rift	6	1700	1	11	138	1
Old sow rift	5	750	2	4	145	7
Clifford's rift	3½	2000	5	1	150	10
Bixler's rift	½	2000	7	5	160	5

REMARKS.

Trenton falls is a rapid of nearly uniform descent, with a crooked channel and very rocky.

Gould's rapids are composed of two rifts half a mile apart, with slower and deeper water, or a semi pool between.

Scudder's rift is a uniform rapid, quickest at the head, having a bottom of stone and gravel.

Knowle's point rift is a uniform deep rapid, with a bottom of stone, gravel and rock.

Buck tail rift is composed of two rocky reefs, having deep water near the Jersey shore.

Well's falls has a bottom entirely of rock; loose rocks are scattered across the river, with a crooked channel.

Greenbank rift has a smooth gravelly bottom and presents very little obstruction.

Galloper's and Howell's rifts, although nearly a mile apart, are connected together by a current not sufficiently quick to be called a rapid: it forms a semi-pool and is deep and slow enough for steam boats.

Bull's falls is a straight uniform rapid with a bottom of stone and gravel.

Cutsow rift is composed of a flat reef of rocks extending across the river.

Tumbling dam falls are composed of separate reefs or steps of rocks extending across the river.

Marshall's island rapids are principally of three separate rifts with a semi-pool between them as exhibited on the chart, the water between the rifts being sufficient for a steam boat.

Man of war rift is a short shoal with a bottom of stone and gravel, presenting little obstruction.

Stuhl's falls is a uniform rapid with a bottom of stones and gravel.

Firman's falls is a uniform rapid, having a bottom of smooth stones and gravel.

Nockamixon falls has a rocky bottom and crooked channel among large locks.

Linn's falls has two rifts with a semi-pool between sufficient for steam boats; bottom of stone and gravel.

The head of Durham falls is a short rocky rift on the Jersey side. The whole fall is smooth on Pennsylvania side.

Gravelly falls has a current forming a long curve over a bed of small stone and gravel.

Rocky falls has a short rift at the head; the remainder is a semi-pool among large rocks.

Ground-hog rift forms a long curved channel over a bottom of stones and gravel.

Old sow rift is a uniform rapid with a bottom composed of smooth stones and gravel.

Clifford's rift is a uniform straight rapid with a bottom composed of stones and gravel.

Bixler's rift is a uniform straight rapid with a bottom composed of stones and gravel.

In addition to the above named rapids are the following named "shallows," where the water has little depth without sensible fall:

Limestone shallows 32½ miles below the mouth of the Lehigh. These shallows occur a short distance above New Hope and are not discernable except at low water; they have 15 inches at low water.

Lowreytown shallows 16¼ miles below the mouth of the Lehigh. This shallow is formed by a sand bar in the pool, through which a channel is cut near the Pennsylvania shore.

Whippoorwill shallows 2½ miles below the mouth of the Lehigh. This is a small gravel bar at the head of an island of the same name near the Jersey shore.

In addition to the above there are many shallow spots in the different pools formed by sand bars or rocks lying near the surface.

Turnpike Travelling.—There has long been considerable dispute, as to the amount of travelling done on the following different roads: the Centre turnpike, running from Reading to Sunbury 75 miles in length, the Danville turnpike eleven miles in length, extending from Danville, and intersecting the Centre turnpike at the Bear Gap. The Catawissa turnpike running from Catawissa and intersecting the centre turnpike 12 miles above Pottsville. I was therefore requested to keep an account of the travellers that stopt at my house, and which of the different roads above mentioned they travelled, which are as follows:

On the Sunbury road 608 wagons—70 dearborns—25 gigs—11 carriages—65 horsemen and 425 footmen. Catawissa road, 649 wagons—106 dearborns—10 gigs—97 horsemen and 495 footmen. Danville road, 181 wagons 23 dearborns—25 horsemen—11 gigs and 212 footmen.

The above is a true account of all the wagoners and travellers that stopt at my house, and the different roads they travelled, from the 17th day of October 1827, to the 1st day of January, 1828. JACOB DYER.

Centre Turnpike, Broad Mountain Inn.

AUDITOR GENERAL'S REPORT.

EXPENDITURES.

SUMMARY STATEMENT

Of the Payments at the State Treasury, for the year commencing the first day of December, 1826, and ending the 30th day of November, 1827.

Internal Improvements,	No.1.	1,083,735 97½
Expenses of Government,	2.	202,127 24
Militia Expenses	3.	26,666 75½
Pensions and Gratuities,	4.	24,330 68¾
Education, Deaf and Dumb Insti. &c.	5.	20,946 02
Penitentiary at Philadelphia,	6.	39,124 09
Penitentiary near Pittsburg,	7.	15,716 56
Conveying Convicts,	8.	296 65½
Interest on Loans,	9.	89,438 97
Commiss'rs of Internal Improv't Fund,	10.	47,764 75½
Pennsylvania Claimants,	11.	9,132 02
State Maps,	12.	2,811 45½
House of Refuge,	13.	5,000 00
United States,	14.	3,238 46
Miscellaneous,	15.	5,551 66½
		1,575,881 30¾
Balance in treasury 1st Dec. 1827,		167,897 87¾
		$1,743,779 18

No. 1.

INTERNAL IMPROVEMENTS.

TURNPIKES.

Lycoming and Potter,		7,246 35
Robbstown and Mount Pleasant		208 27½
Philadelphia and Great Bend		2,949 30
Somerset and Mount Pleasant		4,000 00
Somerset and Bedford		6,037 99
Washington and Pittsburg		2,646 00
Phillipsburg and Susquehanna		750 00
Bellefonte, Aaronsburg and Youngmanstown		12,230 43
Little Conestoga		127 96
		36,196 30⅛

RIVERS.

Jabez Hyde, jr. John McMeens and Samuel H. Wilson, Commissioners for Improving the Susquehanna river, per act of the 31st March 1823		14,000 00

CREEKS.

Henry Hacket, Samuel Wallack, Thomas J. McConnell, A. Patterson and William Wharton, Commissioners for Improving Tuscarora creek, per act of the 7th of March 1827		1,863 25

CANALS.

John Sergeant and others canal commissioners for exploring certain canal routes	16,000 00	
Commissioners of the Internal improvement fund, for the construction of the Pennsylvania Canal, per act of 1st of April 1826 & 9th Ap. 1827,	1,000,000 00	
		1,016,000 00

BRIDGES.

Commissioners of Berks county, per act of 14th April 1827		6,000 00

STATE ROADS.

John Lindsay & William Cracroft, commissioners for improving roads in Washington county, per act of 16th Jan. 1827	933 15	
Abel Johnson and John Weaver, commissioners for improving Brush Valley Narrows, in Centre and Union counties	450 00	
Jacob Woole, Sam. Lukenback and P. Lynn, for improving the road over Lehigh hills, opposite Bethlehem, in Northampton county, per act of 29th Jan. 1827	3,000 00	
Supervisors of Conemaugh township, Cambria county, for improving a road from Bedford to Armagh, per act of 12th of February 1827	293 27	
		4,676 42

PUBLIC GROUND.

Isaac D. Barnard, David Mann and William Clark, commissioners for improving the Ground attached to the public buildings per act of 16th April 1827		5,000 00
		$1,083,735 97½

No. 2.

EXPENSES OF GOVERNMENT.

SENATE.

Pay and mileage of members	14,512 10	
Clerks	1,697 00	
Transcribing	525 00	
Sergeant-at-arms & doorkeeper	1,197 50	
Printing	3,891 43	
Contingencies	6,395 93	
		28,218 96

HOUSE OF REPRESENTATIVES.

Pay and mileage of members	43,521 10	
Clerks	1,722 00	
Transcribing	1,650 00	
Sergeant-at-arms & doorkeeper	1,288 00	
Printing	6,334 25	
Contingencies	11,510 12	
		66,025 47

EXECUTIVE DEPARTMENT.

Governor's salary	5,000 00	
Secretary of the commonwealth's salary	1,858 63	
Deputy secretary's salary	1,120 00	
Clerks	2,646 66	
Contingencies	2,033 72½	
		12,659 01½

JUDICIARY DEPARTMENT.

Chief justice's salary	2,314 13	
Associate judges of the supreme court	8,033 27	
Circuit expenses	3,504 00	
Attorney general's salary	300 00	
President's of courts of common pleas salary and mileage	27,424 92	
President of district courts	10,125 00	
Recorders of mayor's courts	2,100 00	
Associate judges sal. and mileage	16,255 88	
		70,057 20

TREASURY DEPARTMENT.

State treasurer's salary	1,400 00	
Clerks	2,650 00	
Printing annual report for 1826	376 00	
Contingencies	542 97½	
		4,968 97½

ACCOUNTANT DEPARTMENT.

Auditor general's salary	1,400 00	
Clerks	2,237 50	
Printing annual report for 1826	70 00	
Contingencies	599 84	
		4,307 34

LAND OFFICE.

Secretary of land office salary	1,400 00	
Clerks	3,399 92	
Contingencies	563 76	
		5,363 68

SURVEYOR GENERAL'S OFFICE.

Surveyor general's salary	1,400 00	
Clerks	3,400 00	
Contingencies	357 53	
		5,157 53

CONTINGENT EXPENSES.

Wardens of the Port	1,801 62	
Stephen Duncan, chairman joint committee state library	460 00	
William Musgrave, state librarian	190 00	
Cameron & Krause, for printing laws for 1826-7	2,288 76	
James Trimble, deputy secretary money expended for carriage of the laws	88 69	
John Myers, for carriage of laws	150 00	
Andrew Bowman, do	10 00	
Elias Beidleman, do	280 00	
Thomas Finney, do	100 00	
		5,369 07
		$202,127 24

No. 3.

MILITIA EXPENSES.

Geo. B. Porter, adjutant general, salary		625 00
Daniel Sharp, inspector 1st brigade 1st division, salary		650 00
Thomas Snyder, inspector 2d brigade 1st division, salary		599 00
Samuel A. Smith, inspector 1st brigade 2d division, salary		200 00
Christian Snyder, inspector 2d brigade 2d division, salary	200 00	
Disbursements	66 41	
		266 41
Nathaniel Brooke, inspector 1st brigade 3d division, salary	150 00	
Disbursements	581 61	
		731 61
John Filson, inspector 2d brigade 3d division, salary		325 00
George B. Porter, inspector 1st brigade 4th division, disbursements		2 61
Nathaniel W. Sample, inspector 2d brigade 4th division, disbursements		149 00
Michael Doudel, inspector 1st brigade 5th division, salary	250 00	
Disbursements	189 09	
		439 09
Thomas C. Miller, inspector 2d brigade 5th division, salary	275 00	
Disbursements	318 33	
		593 33
Joel Bailey, inspector 1st brigade 6th division, salary	584 71	
Disbursements	698 44	
		1,283 15
Jeremiah Shappell, inspector 2d brigade 6th division, salary	350 00	
Disbursements	512 94	
		862 94
George Hess, jr. inspector 1st brigade 7th division, salary	325 00	
Disbursements	266 34	
		591 34
Joseph Wilt, inspector 2d brigade 7th division, salary	275 00	
Disbursements	99 30	
		374 30
John Baldy, late inspector 1st brigade 8th division, salary	123 00	
Disbursements	842 02	
		965 02
John Ludwig, inspector of 1st brigade, 8th division, salary		184 85
Samuel Thomas, inspector 2d brigade, 8th division, salary	475 00	
Disbursements	641 50	
		1,116 50
Joseph J. Wallis, inspector 1st brigade, 9th division, salary		140 62
Ephraim B. Gerould, inspector 2d brigade, 9th division, salary	375 00	
Disbursements	806 29	
		1,181 29
James T. Scott, late inspector 2d brigade, 10th division, salary	101 78	
Disbursements	83 51	
		185 29
John Hasson, inspector 2d brigade, 10th division, salary	197 85	
Disbursements	231 86	
		429 71
George M'Feely, inspector 1st brigade, 11th division, salary	350 00	
Disbursements	281 86	
		631 86
Caleb B. Campbell, late inspector 2d brigade 11th division, salary		150 00
Jacob Bahn, inspector 2d brigade, 11th division, salary		134 10
David Fore, inspector 1st brigade, 12th division, salary	300 00	
Disbursements	154 91	
		454 91
John M'Carty, inspector 2d brigade, 12th division, salary		250 00
Thomas M'Quaide, inspector 1st brigade, 13th division, salary		375 00
Joseph Eniex, inspector 2d brigade, 13th division, salary	312 50	
Disbursements	149 90	
		462 40
Benjamin Anderson, inspector 1st brigade, 14th division, salary	407 85	
Disbursements	422 12	
		829 97
Lot Lantz, inspector 2d brigade, 14th division, salary	337 50	
Disbursements	380 77	
		718 27
Nathaniel Patterson, inspector 1st brigade, 15th division, salary	400 00	
Disbursements	738 95	
		1,138 95
Robert Orr, jr. inspector 2d brigade, 15th division, salary	345 63	
Disbursements	821 27	
		1,166 90
Samuel Power, inspector 1st brigade, 16th division, salary	552 50	
Disbursements	981 38	
		1,533 88
Edward A. Reynolds, inspector 2d brigade, 16th division, salary	331 67	
Disbursements	2,533 70	
		2,865 37
John Cromer for carriage of arms		15 00
George B. Porter, for carriage of military property from Philadelphia to Pittsburg, per act of 1st April 1826	207 08	
Ditto for postage on letters, &c.	186 37	
		393 45
John Ford for cleaning and repairing public arms		704 12½
Jacob Doll, for do. do.		41 37
George W. Tryon do. do.		1,208 66
William Barrett for colours		158 25
John W. Salter do.		150 00
E. G. Nelson do.		100 00

James Crosby for carriage of cartouch boxes	33	25
Joseph H. Fennemore for music, per act of 13th April 1827	172	00
Robert G. Mussman for 12 drums	84	00
Nathaniel Patterson, brigade inspector, per act of 14th April 1827	132	00
Jeremiah Kendall, administrator of Peter Hertzhog, per act of 26th March 1827	50	00
Robert Carr for infantry and rifle discipline, purchased by adjutant general Porter, per act of 14th April 1827	642	00
Bartholomew Graves for expenses of court-martial, per act of 13th April 1827	125	00
Joseph Laird for one flag	50	00
	26,666	75½

No. 4.

PENSIONS AND GRATUITIES.

Amount of pensions and gratuities, by special acts of the legislature, and under the power vested in the board for the relief of officers and soldiers of the revolutionary war	24,330	68½

No. 5.

EDUCATION AND DEAF AND DUMB INSTITUTION.

Dickinson college	3,000	00
Institution for the deaf and Dumb	7,946	02
Lancaster academy	3,000	00
Washington college	1,000	00
Jefferson college	1,000	00
Mifflinburg academy	2,000	00
Milford academy	2,000	00
Allegheny college	1,000	00
	20,946	02

No. 6.

PENITENTIARY AT PHILADELPHIA.

Thomas Sparks, president, and Samuel R. Wood, secretary of the board of managers, per act of 20th March, 1821, and supplements	39,124	09

No. 7.

PENITENTIARY NEAR PITTSBURG.

P. Carney and S. Rice, for labor	1,422	70
T. Fairman & J. Hannon, for mason work	3,188	90
Richard Bowen, for iron and nails	243	01
Moses Boreland, for painting	160	00
F. Graham & W. Frazer, for carpenter work	1,916	38½
Magnus M. Murray, for clerk hire	300	00
Hugh Davis, for boards	270	22
David Evans, for superintending	909	00
Thomas Casidy, for bridge toll	11	25
James Cargill, for boards	101	50
John K. M'Nickel, for iron	114	47
Edward Encell, for glass	126	73
Henry Holdship, for stationary	9	25
Ruth Hopkins, for sand	64	16
David M'Kelvey, for brick	340	80
William Craven, for boards	85	00
G. Darsie, for boards	56	50
J. Irvin, for rope	5	79
Stephen Renninger, for boards	51	15
Wilson Stewart, for hauling boards	9	80
James Brown, for an oven door	10	00
Frederick Wendt, for glass	9	00
John Sheriff, for copper spouts, &c.	109	18½
John Wallace & J. Collart, for measuring and inspecting prison	126	00
Charles Avery, for paints	319	21½
Commissioners for erecting a penitentiary, for furniture, &c. per act of 1st April, 1826	2,756	55
Inspectors of the penitentiary, for the support of the government of said prison and the prisoners therein, per acts of 10th April, 1826, and 16th April, 1827,	3,000	00
	15,716	56

No. 8.

CONVEYING CONVICTS.

Michael Doudel, sheriff York county	60	65½
Daniel Kerper, late sheriff Berks county	40	00
Christian Seabold, sheriff Union county	103	00
J. Findlay, deputy sheriff Franklin county	93	00
	296	65½

No. 9.

INTEREST ON LOANS.

Bank of Pennsylvania, and others, on the 5 per cent. stock loan of 1821	46,500	00
Bank of Pennsylvania, and others, on the 5 per cent. stock loan of 1824	30,000	00
Bank of Pennsylvania, on the 5 per cent. stock loan of 1825	7,500	00
Harrisburg Bank, per act of 1st April, 1826	1,868	16
Bank of Montgomery county, per act of 1st April, 1826	1,826	97
Farmers' Bank of Lancaster, per act of 1st April, 1826	1,118	84
Easton Bank, per act of 1st April, 1826	625	00
	5,438	97
	89,438	97

No. 10.

COMMISSIONERS OF THE INTERNAL IMPROVEMENT FUND.

Auction duties, per act of 1st April, 1826	30,000	00
Ditto, do 9th April, 1827	666	66
Dividends on bridge and turnpike stock	14,340	00
Collateral inheritances	1,614	70
Escheats	1,143	39½
	47,764	75½

No. 11.

PENNSYLVANIA CLAIMANTS.

The heirs of Elisha Matthewson, per act of 14th of April, 1827	9,132	02

No. 12.

STATE MAPS.

Benjamin Tanner, for maps furnished per resolution of 28th March, 1825	2,752	42½
James Trimble, for money expended for carriage of maps	59	03
	2,811	45½

No. 13.

HOUSE OF REFUGE.

John S. Henry, Esq. treasurer of the House of Refuge, per act of 2d March, 1827	5,000	00

No. 14.

UNITED STATES.

Thomas T. Tucker, Esq. treasurer, per resolution of the 30th March, 1823	3,238 46

No. 15.

MISCELLANEOUS.

William F. Boone, deputy attorney general of Bedford county, for collecting public money	48 10
William White, for bringing a fugitive from justice	77 50
Samuel P. Garrigues, for do do	314 91
George M'Culloch, sheriff Mifflin county, serving process	2 55
Frederick Smith, Esq. for collecting public money	3 71
Samuel Douglass, for do do	20 00
Thomas M. Pettit, Esq. for professional services	50 00
John T. Brown, for bringing a fugitive from justice	24 00
John Thompson, jr. for do do	116 25
James Mackey, for do do	92 70
Ross Wilkins, Esq. for collecting public money	98 00
Archibald Flemming, for bringing a fugitive from justice	55 08½
Do. for serving summons on J. Aughinbaugh	75
William Ward, for examining the concerns of the North Western Bank	48 00
James P. Bull, ditto ditto	62 00
M'Carty & Davis, for 75 copies of Purdon's Digest, per resolution of 12th February and 20th March, 1827	375 00
Thomas Henry, commissioner for examining and inspecting penitentiary near Pittsburg	42 00
Hugh M'Clelland, tax on Peter Baynton's land	19 50
Commissioners of Venango county, tax on donation land, per act of 27th March 1819	58 93
Samuel Douglas, Esq. for professional services in the case of the Commonwealth vs. G. Heister	75 00
John Smith, for bringing a fugitive from justice	212 14
John Christian, for do do	71 00
Solomon Sprigman, for a sett of books for the commissioners of the internal improvement fund	124 00
George W. Harris, deputy escheater, cost in the case of Wm. Wanless, dec.	43 52
Wm. F. Boone, cost in the case of the escheated estate of Wm. Martin, dec.	54 86
Charles Muench for binding laws of last session	62 80
John Morton for bringing a fugitive from justice	270 32
Samuel L. Douglass do. do.	55 62
William Nixon do. do.	76 51
Jabez Hyde, jr. George Scott and Asa Mann commissioners per act of 14th April 1827	52 00
John M'Clean for bringing a fugitive from justice	44 87
Samuel M. Barclay, informant in the case of the escheated estate of Wm. Martin, dec.	95 79
Willlam Powell, esq. for collecting public money	21 45
John B. Alexander, deputy escheater, costs in the case of the escheated estate of Polly Wilson, dec.	71 59
John Taylor, informant do.	128 18
N. P. Hobart, deputy escheater, costs in the escheated estate of Henry Bohn, dec.	158 23
Alexander Taylor and others, for publishing the supplement to the act providing for the collection of fines assessed upon citizens of this state, for the non-performance of militia duty during the late war with Great Britain, passed the 1st April 1825	24 00
George B. Porter, the amount appropriated per act of 25th Feb. 1826, for the purchase of a sword for Capt. Conner	400 00
Commissioners of Warren county to aid them in erecting public buildings, per act of 8th April 1826	1,197 43
Wm. Courtney, James Adams and Thomas Foster, commissioners for improving the navigation of Ohio river, for daily pay	597 00
Charles Shaler, esq. for professional services in the case of the Commonwealth *vs.* P. Neville	50 00
William Jaggers, for bringing a fugitive from justice	52 37
Cameron & Krause, for printing a certificate book for stock loan of 1827	17 00
John H. Wise, for services as commissioner examining the penitentiary near Pittsburg	45 00
Thomas Courtney and James Wood, officers of the 1st brigade, 6th division, for transportation of baggage, per act of the 6th April 1825	42 00
	5,551 66½

PENNSYLVANIA SALT.

The following information, elicited by the paper we lately published on Pennsylvania Salt, we have received from a gentleman who is extensively engaged in this business, and who has therefore made it his study to become acquainted with all the various sources, whence supplies of this necessary article can be obtained. We consider it, therefore, a very valuable document, as conveying as correct an account as possible, of the present state of the manufacture of salt in this state and its capacity to extend it, as the increase of demand may render necessary.

Mr. Hazard,—Sir, I have been reading the account in your paper of the 12th instant, taken from the report of the Society for Internal Improvement in Pennsylvania, on the Salt product of the western part of this state.—That report spoke rather of the capacity of the state to produce this very necessary article, than of the amount now made. I wish you, therefore, to state more particularly what the resources of western Pennsylvania now are, or what quantity of Salt is now produced annually; and will thank you to insert the following hasty account of this valuable product, viz. There are upon the Kiskeminetas or Conemaugh river 30 wells, fitted up with furnaces and pans, and now making salt. These wells produce on an average 2000 bbls. each, a year, amounting to 60,000 barrels, and at 56 pounds to the bushel and five bushels to the barrel, to 300,000 bushels. The capital invested in these works is about $100,000, including lands and all the fixings. The salt costs about 90 cents a barrel of 280 lbs. including the barrel and packing. (This cost is ascertained by letting out the making of salt in many cases.) The cost, therefore, of the 60,000 barrels is 54,000 dollars, to which add the interest on capital of 100,000 dollars, say 6000 dols. and it makes just 60,000 dollars cost. This salt sells at the works at 2 dols. per bbl. and when sent off the freight is added. If the wells and furnaces were all in good order and pushed, they can be made to produce 3000 barrels each, which would make the quantity 90,000 barrels, and the profits then would be greater, because the expenses would not keep pace with the increased amount.

All these wells are directly on the line of the Pennsylvania Canal, and when it is finished, will all pass their salt upon it east and west to market, and will produce about

14,000 dollars toll at the rates usually charged on the canals.

There are besides the above 5 wells on the Allegheny river in operation, making about 7000 barrels a year; 3 wells on Monongahela producing 5000 barrels; 3 or 4 wells upon Sewickly creek, a branch of the Yohogany, producing 4000 barrels; 1 on Beaver making 1000 bbls. and 2 upon Chirtier's creek producing 2000 bushels.—The whole of the Salt now produced in western Pennsylvania is about 80,000 barrels, costing to make it 80,000 dollars.

There are 10 or 12 new wells preparing upon the Kiskeminetas and Allegheny rivers, which will increase the amount produced in Pennsylvania to about 100,000 barrels each year. The cost of boring and fitting up a well with furnaces, pumps, pans and sheds, exclusively of the lands, is about 2500 dollars.

The salt is all made by rapid evaporation; of course chrystalizes fine; and is like the Liverpool salt. Solar evaporation is not adopted, the expense is too great for the profit. Coal is the only fuel used in the evaporation. This fuel costs nothing but the quarrying, about ¾ of a cent per bush. and is run out, and down to the furnaces upon railways without any hauling. All the furnaces lean against the coal hills, in which are two strata of this fuel 4 or 5 feet thick and inexhaustible.

The wells are from 400 to 550 feet deep, tubed with copper, in which are inserted a pump worked with a horse power; the water in all cases rising to the atmospheric or suck pump distance. The water is settled, or suffered to stand until the iron, magnesia, sulphur and lime are deposited.

The cost of making the salt in bulk, without the barrel and packing, is 12½ cents per bushel—to transport it through a canal to Philadelphia, will cost 25 cents per bushel, and to all the intermediate points, *pro rata.* It may be sent, therefore, to Philadelphia as soon as the Pennsylvania canals are finished.

The capacity of the Kiskeminetas country to produce salt is no doubt very great. More wells may be bored, and instead of 300,000 bushels, one million may be produced; and will, as soon as the canals are completed and a new market opened through them, to the Susquehanna settlements of this state, and even to Philadelphia if the duty remains unchanged on foreign salt. The tolls upon a million of bushels of salt transported upon the Pennsylvania Canal, on an average of 120 miles, costing six cents a bushel upon the same average, will be 60,000 a year, which would be the interest upon 1,000,000 dls. nearly half the cost of the whole canal.

The consumption of salt is 3 pecks a head to a given population. The western side of the Allegheny mountains consumes 2,000,000 bushels a year, not including the shores of Lake Erie or Michigan, and this vast amount of salt is derived from the following places, viz.

Pennsylvania	400,000	bushels as we have just said.	
Virginia	700,000	do.	Kenhawa.
Do.	200,000	do.	White's or King's old works on Holstein.
Ohio	230,000	do.	Muskingum near Zanesville
Do.	60,000	do.	Yellow creek.
Do.	50,000	do.	near Galliopolis & Jackson.
Kentucky	200,000	do.	Sandy Goose creek, Vanceburg and Old Licks.
Illinois	100,000	do.	Illinois Saline and Vermillion river.
Indiana	50,000	do.	Salt creek and Brookeville
Missouri	40,000	do.	Missouri.
	2,030,000	bushels.	

The above consumption and production is also exclusive of 100,000 bushels of coarse Turks Island salt, brought up in steamboats, and used in salting up beef and pork.

The capacity of the western country to supply itself with salt is adequate, and can be made to keep pace with the progress of the settlements. The increase of population in the west is 300,000 a year, and will require an annual increase of 230,000 bushels to meet it.—The water is strongest at Kenhawa in Virginia, and Kiskeminetas, Pennsylvania; at these places it takes 60 gallons to make a bushel, at other places on an average 120 gallons to a bushel, except perhaps Kings works, Va.

A LARGE PROPRIETOR.

SILK.

Observing that an attempt is now making to encourage the culture of the mulberry tree, and raising of silk worms; and with a desire to promote so laudable and important an object, we communicate the few facts in our possession exhibiting what has already been done in this state in former times. It appears, that so early as the year 1734, in consequence of the great difficulty of the merchants to pay for the immense amount of manufactures they were receiving from England, it was deemed an object worthy of the notice of the government, to solicit encouragement for those articles of domestic production which were "fit for returns directly to Great Britain;" and accordingly in a letter from Governor Gordon (found in the minutes of council, Lib. 1, Oct. 31, 1734,) addressed to the "Lords' Commissioners for trade and plantations," after enumerating several articles, he has the following paragraph respecting the mulberry and silk—

"The mulberry tree is, likewise, so natural to our soil, growing wild in the rich lands, and the silk worm thrives so well, that there is a distant prospect of some advances towards a silk manufacture, which, as it affords employment for the weakest hands, would be of the utmost advantage. Some amongst us have shewn how practicable a design of this kind is, by making some small quantities, not inferior, as I am informed, in goodness and fineness to the best from France or Italy; but persons are wanting to lead us into the way of winding it from the balls, which I understand to be the most difficult part of the work: but as in time this difficulty may be surmounted, I cannot but recommend likewise a manufacture of this kind, as deserving the greatest encouragement, since by the promotiug it, a valuable addition may be made to the trade of Great Britain."

We have no further account until the 5th January, 1770, when the American Philosophical Society took up the subject, in consequence of a letter received by Dr. Evans from Dr. Franklin, then in Europe: a few of the members having previously made some experiments for their own satisfaction. Dr. Franklin with the letter, forwarded a French treatise on the management of silk worms, by the "Abbe Boissier de Saussages," and proposed that a public filature be set up for winding the coccoons, and that some provision be made by the assembly for promoting the growth of mulberry trees; but the society thought the intention would be more effectually answered by giving bounties and premiums on the silk raised, than on the trees planted, as experience had proved in a neighbouring province, that many persons would plant the trees for the sake of the bounty, who would not raise silk worms. Accordingly a memorial was presented to the Assembly by the society, in which they propose:

"1. That a public filature be established at Philadelphia, and afterwards at such other places in the province as may be thought necessary, for winding the cocoons.

"2. That proper managers of the filature be appointed, with power to employ a fit person or persons to wind at reasonable rates, the cocoons of all those who may choose to work up their own silk, and to purchase and wind for the public account, all cocoons that may be offered for sale at the filature.

"3. That to encourage all persons to cultivate mulberry trees, raise silk worms, and bring their cocoons to the filature, the managers be impowered and enabled to pay for cocoons, during five years, the current price which cocoons of the like quality sell for in Georgia; and as a further encouragement to pay at the rate of 25 per cent. on the value for all cocoons raised in this province, and brought to the filature; and, besides the above encouragement, it is proposed as an inducement to raise large quantities of cocoons—to bestow the following yearly premiums, viz. for the year 1770, £15 to that person who shall raise and bring to the filature the greatest quantity of cocoons not less than 30,000, and £10 to that person who shall raise and bring the next greatest quantity not less than 20,000. In 1771, £15 for the greatest quantity not less than 40,000, and £10 for the next greatest quantity not less than 30,000. In 1772, £15 for the greatest quantity not less than 50,000, and £10 for the next greatest quantity not less than 40,000. In 1773, £15 for the greatest quantity not less than 60,000, and £10 for the next greatest quantity not less than 50,000; and in 1774, £15 for the greatest quantity not less than 70,000, and £10 for the next greatest quantity not less than 60,000. The above premiums are likewise to be limited to cocoons raised in this province.*

"4. That to enable the managers to pay the aforesaid premiums, establish the filature, purchase cocoons and employ their servants, it seems necessary that a sum not less than £500 per annum should be appropriated during the aforesaid term of five years."

Whether the Assembly ever provided the funds required, we do not know, but it appears, that they once adjourned without doing it; and the Society apprehending that if "the ensuing season were suffered to pass without doing something towards it, the present favourable disposition of the people might abate," it was resolved to make a beginning by subscription, by which means in a few days between 8 and £900 were raised; the Gov. John Penn himself subscribing £20. The other amounts were from £1 to 15, but principally £2. The following managers were then chosen, viz.—Dr. Cad. Evans, Israel Pemberton, Benjamin Morgan. Moses Bartram, Dr. Francis Alison, Dr. William Smith, John Rhea Samuel Rhoads, Thomas Fisher, Owen Biddle, Henry Drinker; Robert Strettell Jones, Managers, Edward Pennington, Treasurer. Their next step was to procure a suitable house for a filature, and to furnish it with the necessary machines and skilful persons to reel and wind the cocoons. The French directions were translated by J. Odell, one of the members at Burlington, and were published by the Society. Their next measure was to obtain the eggs of the silk worms from Georgia and Carolina, where considerable attention was paid to the subject, in the former of which states it was reckoned one of their staple commodities. In June 1770, the filature was opened, in Seventh-street between Market and Arch-streets, and it appears by an advertisement in the Pennsylvania Chronicle, June 4, that the following prices and premiums were offered:

"For sound and merchantable cocoons of the best quality from Italian or foreign silk worms 4*s* per lb.

"For ditto of the native or American worm 25*s*. per 1000 and proportionably for cocoons of inferior quality. A bounty to the inhabitants of this province of 25 per cent. on the value of all cocoons that may be purchased of them, over and above the price proposed as aforesaid.

"1. Premium to that person in Pennsylvania, or the three lower counties on Delaware, or in the Jersies or Maryland, who shall before the first day of September next, raise within his or her family and sell at the filature the greatest quantity of sound cocoons not less than 30,000, the premium of £15.

"2. To that person, &c. (as above) for next greatest quantity not less than 20,000, premium of £10. Both premiums to be exclusive of the above prices."

In 1771 the following account (taken from the Amer. Museum, vol. iii. p. 87.) of the cocoons purchased at the filature in Philadelphia, was presented to the Legislature of New Jersey, from which it appears, that in that year about 2300 lbs. were brought there, either for sale or to be wound, and that 1754 lbs. 4 oz. were purchased.

An account of the coccoons (or silk balls) purchased at the filature in Philadelphia, during the summer of the year 1771, taken from the original laid before the assembly of New Jersey, by the managers, in December, 1771.

From June 25th, to July 3d, 1771.

	lb.	*oz.*
Of sundry persons	71	8
ditto	29	
ditto	11	12
John Roberts, Philadelphia county	2	12
John Burgess, Bucks		13
Edward Gibbs, Jersey	27	4
Joseph Lippincott, do	6	1
Moses Patterson, Kent on Delaware	40	6
James Barns, Bucks county	10	
Rachel Perry, do	24	8
Grace Beale, Chester county	4	11
Rhoda Hibbert, Jersey	2	8
Thomas Dutton, do	21	9
William Hall, Philadelphia	10	
John Bigonie, Philadelphia county	52	2
Mary Parker, Darby	10	
Grace Fish, Jersey	44	
Isaac Hornor, do	13	
Elizabeth Atkinson, Jersey	25	13
Sarah Bispham, ditto	61	8
Mary Pearson, Darby	21	
Elizabeth Peacock, Jersey	7	8
Lyndon Brown, Bucks county	15	2
Adam Luz, Philadelphia		4
Henry Clemens, Jersey	3	6
Abigail Davis, Chester	3	3
Mary Pearson, Darby	30	12
Jos. Morgan, Pensaukin	62	4
Sarah Fordam, Darby	6	
Mary Branson, Jersey	13	3
Aquilla Jones, do	23	8
Ann Cole, do	35	8
Seneka Lucan, Philadelphia county	39	8
Samuel Davis, Lancaster	7	8
John Asbridge, do	75	10
Hester Johns, Jersey	4	8
	817	15

Purchased from July 4th, to July 10th, 1771.

Of	*lb*	*oz.*
John Shivers, Jersey	10	
Mary Wood, do	29	
Ann Cochran, Darby	25	12

* It hath been thought proper, since drawing up this address, to extend the premiums to the adjacent provinces.

Mary Longstreath, Philadelphia county	17	
Rebecca Worrel, do	6	
Mary Lush, do	29	
Rachael Hays, Darby	13	12
Mary Osler, Jersey	6	8
Jas. Millhouse, Chester county	52	
Eliz. Roberts, Philadelphia do	1	
Sarah Roberts, do	7	
Isaac Newton, Jersey	4	10
Hannah Ferimore, do	8	8
Caleb Johnson, Lancaster	44	4
Mary Shoemaker, Philadelphia	14	6
Hannah Brown, Jersey		14
Robert Carle, Pennsylvania	2	12
Mary Richardson, do	3	11
Elizabeth Patton, do	23	4
Titus Fell, Bucks county	96	
Eliz. Roberts, Philadelphia county	1	8
Ann Davis, Chester ditto	2	15
Elizabeth Bonsal, ditto	7	
Mary Davis, ditto	2	4
Sarah Dicks, ditto	47	10
John Etwine, Northampton county	110	
Francis Miller, Philadelphia county	13	13
	580	7

From July 11th, to the 18th, 1771.

Of Catharine Evans, Chester county	14*lb*	*oz.*
William Henry, Lancaster	16	
Mary Jones, Chester county	19	12
Priscilla Fentham, Maryland	27	
Mary Lust,	5	
Frederick Walper	4	11
Joseph Fisher	2	
Jacob Myers	3	10
Benjamin Leghman		9
	92	10

From July 18, to July 24th, 1771.

Of William Henry, Lancaster	1*lb.*	8*oz.*
Sundry persons	7	6
Sarah Wilson, Philadelphia	3	8
Isaac Whitlock, Lancaster	4	
Sarah Dutton, Philadelphia county	10	9
Jane Davis, Chester	28	12
Jacob Worral, Chester	2	
Mary Thorn, Jersey	67	13
Anna Wetherill, Jersey	4	8
Marmaduke Watson	33	
Margaret Reiley, Chester	11	10
	174	10

From July 25th, to August 1st, 1771.

Of Joseph Lippincott, Jersey	*lb.*	4*oz.*
Edward Siddon, Jersey	12	2
John Hoops, Chester	23	10
Isaac Evans, Jersey	2	12
Henry Thomas, Chester	8	6
	47	2

From August 8th, to the 15th, 1771.

Of Nicholas Garrison, Northampton co.	41	8

Purchased from June 25, to July 3, 1771	817	15
July 4, to July 10	580	7
July 11, to 18	92	10
18, to 24	174	10
25, to August 1	47	2
August 8, to Aug. 15	41	8
Total,	1754	4

The whole quantity of coccoons brought to the filature, was about 2300 lbs. upwards of 1700 lbs. were bought by the managers, the rest were reeled for the owners. 619 lbs. of the 1700 lbs. were raised in New Jersey, and the proprietors of them, in common with those raised in Pennsylvania, by way of encouragement, received at least one fifth more than the real value. Besides this, two fifths of all the premiums paid by the managers, were persons in New Jersey. These expenses, together with furnishing the filature with proper utensils, hiring reelers at very high wages, to teach others, and such accidents and disappointments as are incident to all new undertakings, have so diminished their capital, that the managers found it necessary to petition the assembly of Pennsylvania in September last, for their aid and encouragement; but, as it was near the end of the year, that assembly could do no more than, 'recommend it to the peculiar notice of the succeeding assembly as a matter of very great consequence to the interest of this province.'

The present assembly has not yet met to do business, but the managers cannot doubt of a hearty disposition in the house to patronize the culture of silk in Pennsylvania, as that is all which can be expected from them; and the managers' funds being too small to grant either bounty or premiums another year—therefore, these facts are respectfully submitted to the consideration of the legislature of New-Jersey, hoping so public spirited a design will meet with such encouragement in that province as the trials already made seem to warrant.

Philadelphia, Dec. 9, 1771.

Signed,

Francis Allison	Robert Strettel Jones,
Charles Moore,	Samuel Miles,
Benjamin Morgan,	Thomas Clifford,
Edward Penington,	Abel James,
Isaac Bartram,	Cadwallader Evans.

Many cocoons were also raised and used in private families, so that the quantity of raw silk made during the year 1771, at the very outset of the undertaking, in the middle states was probably more than three thousand pounds avoirdupoise, and this when manufactured could not be valued at less than four thousand pounds sterling.

DEATHS OF EARLY SETTLERS.

Died, on Sunday the 14th January 1770, Sarah Meredith, aged 90 years. She was born in a little log house where the city of Philadelphia now stands; (her maiden name was Rush,) and there lived till she arrived to woman's state, when she was married to David Meredith, and soon after settled in the Great Valley, Chester co. about 28 miles from Philadelphia, then the westernmost settlement in the province, being six miles beyond any neighbour, except Indians, who were very numerous, kind and inoffensive: on which place she spent the remainder of her days, and retained her senses perfectly to the very last. She was mother of 11 children, grandmother of 66, and great-grandmother of 31, in all 108; and what is more remarkable, the chief of them are now living.—*Penn. Chron.*

Died at Merion, 30th June 1770, Jonathan Jones, aged 91; ninety years of which he spent in this province; having come to this country from Wales when a sucking infant.—*Ibid.*

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